

Private Law 87-511

AN ACT

For the relief of Helena M. Grover.

August 24, 1962
[H. R. 5139]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, notwithstanding the limitations contained in section 202(h) of the Social Security Act, as amended, or any other limitation provided by law, the application of Helena M. Grover for parents insurance benefits and proof of support, filed on July 9, 1959, shall be considered to have been timely filed and acted upon in accordance with other applicable provisions of the Social Security Act.

Approved August 24, 1962.

Helena M.
Grover.

42 USC 402.

Private Law 87-512

AN ACT

To permit the vessel "Bar-Ho IV" to be used in the coastwise trade.

August 24, 1962
[H. R. 6219]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, notwithstanding section 27 of the Merchant Marine Act, 1920, as amended (46 U.S.C. 883), the vessel now known as the Bar-Ho IV, United States document numbered 284309, built in 1950 at Port Clinton, Ohio, which was transferred to Canadian ownership by permission of transfer order, MA-2165, now owned by Barr and Company, Incorporated, New York, New York, shall be entitled to engage in the coastwise trade, for so long as such vessel is from the date of enactment of this Act continuously owned by a citizen of the United States.

SEC. 2. As used in this Act the term "citizen of the United States" includes corporations, partnerships, and associations, but only those which are citizens of the United States within the meaning of section 2 of the Shipping Act of 1916, as amended.

Approved August 24, 1962.

Bar-Ho IV.
Use in coast-
wise trade.
49 Stat. 442.41 Stat. 1008.
46 USC 802.

Private Law 87-513

AN ACT

To permit the tugs John Roen, Jr., and Steve W. to be documented for use in the coastwise trade.

August 24, 1962
[H. R. 6456]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, notwithstanding section 27 of the Merchant Marine Act of 1920, as amended (46 U.S.C. 883), the tug now known as the John Roen, Jr., documented under United States registry with official number 203853, built in 1907 in Chicago, Illinois, presently under Canadian registry by permission of transfer order numbered MA-3619, and the tug now known as the Steve W., documented under United States registry with official number 273563, built in 1957 in Toledo, Ohio, presently under Canadian registry by permission of transfer order numbered MA-3618, shall be entitled to be documented to engage in the coastwise trade, for use in connection with dredging operations, for so long as each such tug is owned by a citizen of the United States, and so long as such

John Roen, Jr.
and Steve W.
Use in coast-
wise trade.
49 Stat. 442.

41 Stat. 1008.
46 USC 802.

corporation is a citizen of the United States as defined in section 2 of the Shipping Act, 1916. If such vessels, while documented pursuant to this Act, transport merchandise or passengers in the coastwise trade except as an incident to dredging operations, such vessels shall be forfeited to the United States, such merchandise shall be forfeited to the United States, and the owner of such vessels shall be subject to a penalty of \$200 for each such passenger transported. Any penalty or forfeiture incurred under the provisions of this Act may be remitted or mitigated by the Secretary of the Treasury in accordance with the provisions of section 5294 of the Revised Statutes (46 U.S.C. 7). For the purpose of this Act the term "citizen of the United States" includes a corporation, partnership, or association if it is a citizen of the United States within the meaning of section 2 of the Shipping Act, 1916.

Approved August 24, 1962.

Private Law 87-514

AN ACT

August 24, 1962
[H. R. 7549]

For the relief of Lewis Invisible Stitch Machine Company, Incorporated, now known as Lewis Sewing Machine Company.

Lewis Invisible
Stitch Machine Co.,
Inc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury is authorized and directed to pay to Lewis Invisible Stitch Machine Company, Incorporated, now known as Lewis Sewing Machine Company, the sum of \$9,207.93 belonging to said corporation and held in escrow pursuant to agreements between said corporation and the War Department in March and June 1947, subject to a determination of a claim by the United States for interest, which claim has not been resolved in favor of the United States: *Provided,* That no part of the amount appropriated in this Act in excess of 10 per centum thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this Act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Approved August 24, 1962.

Private Law 87-515

AN ACT

August 24, 1962
[H. R. 7741]

To permit the vessel Lucky Linda to be documented for limited use in the coastwise trade.

Lucky Linda.
Use in coast-
wise trade.

49 Stat. 442.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, notwithstanding section 4132 of the Revised Statutes of the United States, as amended (46 U.S.C. 11), and section 27 of the Merchant Marine Act, 1920, as amended (46 U.S.C. 883), the vessel Lucky Linda, built in Nova Scotia and owned by Martin Soderlund, Northport, New York, shall be admitted to American registry and documented under the laws of the United States, and shall be entitled to engage in the coastwise trade to the extent necessary to permit the carriage of passengers, whether for hire or otherwise, not to exceed twenty miles to sea from a harbor of safe refuge between Block Island, Rhode Island, and Fire Island Inlet, New York, so long as such vessel is from the date of enactment of this Act continuously owned by a citizen of the United States.